

Application Instructions

Congestion Mitigation Air Quality Program (CMAQ)
for the
2013-2016 Transportation Improvement Program

Southwestern Pennsylvania Commission (SPC)
August 2011

Southwestern Pennsylvania Commission (SPC)
2013 – 2016 Congestion Mitigation Air Quality Program Application Instructions

This document is an element of the application and instruction package that has been prepared to guide sponsors of candidate projects through the CMAQ process. The application and instruction package includes the schedule and guidelines for submitting applications for candidate projects. The instructions describe the project selection process and the selection criteria, including the desired investment mix for the region.

The following sections of this document provide background information about SPC's CMAQ project solicitation, evaluation, prioritization, and selection process; instructions for completing and submitting applications for candidate projects for CMAQ funding; and a summary of the process that will be followed to manage the region's CMAQ Program after the TIP is approved.

Three Appendices are included at the end of this document. Appendix A contains the Tables described in the text. Appendix B contains maps of the air quality nonattainment and maintenance areas in southwestern Pennsylvania. Appendix C contains a list of additional information and guidance of use to applicants. Hyperlinks to those resource documents are also provided.

1. Program Overview

The federal Congestion Mitigation Air Quality Program (CMAQ) provides funds for transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (PM).

The CMAQ program supports two important goals of the federal Department of Transportation: improving air quality and relieving congestion. While these goals are not new elements of the program, they were strengthened in provisions added to the CMAQ Program by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). These provisions emphasize cost-effective emission reduction and congestion mitigation activities when using CMAQ funding.

It is the Southwestern Pennsylvania Commission's (SPC) policy to program projects on the Transportation Improvement Program (TIP) for CMAQ funding that provide the best air quality benefit for the investment, consistent with Federal Highway Administration (FHWA) CMAQ Program Guidance (*Final Program Guidance, The Congestion Mitigation and Air Quality (CMAQ) Improvement Program under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users*, FHWA, October 2008). Projects selected for CMAQ funding are also expected to be consistent with the policies set forth in SPC's adopted Transportation Plan (*2040 Transportation and Development Plan for Southwestern Pennsylvania*, SPC, June 2011); Pennsylvania Keystone Principles for Growth, Investment, and Resource Conservation; and, PennDOT's Smart Transportation Themes.

Once projects are programmed on the TIP for CMAQ funding, close coordination is necessary between SPC, the Pennsylvania Department of Transportation (PennDOT), and project sponsors, to ensure that CMAQ funds are used appropriately and to maximize their effectiveness in satisfying SPC's CMAQ policy and meeting federal transportation and Clean Air Act (CAA) goals.

The FHWA Program Guidance directs that the CMAQ project selection process should be conducted in accordance with the metropolitan transportation planning process. In addition, the Guidance states that the CMAQ project selection process should be transparent, in writing, and

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publicly available. The process should identify the agencies involved in rating proposed projects, clarify how projects are rated, and name the committee or group responsible for making the final recommendation to the MPO board or other approving body. The selection process should also clearly identify the basis for rating projects, including emissions benefits, cost effectiveness, and any other ancillary selection factors such as congestion relief, greenhouse gas reductions, safety, system preservation, access to opportunity, sustainable development and freight, reduced SOV reliance, multi-modal benefits, and others. At a minimum, projects must be identified by year and proposed funding source.

2. Schedule

The application period for candidate projects for CMAQ funding in the 2013-2016 TIP is being publicly announced by SPC through its technical committees (Transit Operators Committee [TOC] and Transportation Technical Committee [TTC]), SPC's website, and other forums as appropriate.

The project application period will begin on Thursday, September 1, 2011 and close on Monday, October 3, 2011. SPC staff and the CMAQ Evaluation Committee will review project applications, complete preliminary screening, and conduct project evaluations in October and November. Recommendations are expected to be available for review by SPC's technical committees and others by December 5, 2011. The recommended CMAQ program for the draft 2013-2016 TIP will be presented to SPC's Executive Committee at its December 12, 2011 meeting. Projects will be selected for the TIP from the recommended list, subject to overall TIP fiscal constraint. Table 2 summarizes the CMAQ Program development schedule for the 2013-2016 Transportation Improvement Program (TIP).

The TIP is a four-year program of projects that is updated every two years. During each two-year cycle, projects programmed in the first two TIP years are eligible for funding. The second two years of one TIP become the first two years of the following TIP. Because of this there is very limited room for new projects on the TIP's first two years. **Most of the selected CMAQ projects will be programmed on TIP years three and four.**

3. SPC CMAQ Program Development Process for 2013-2016 TIP

Project Application Forms:

A complete CMAQ candidate project application will consist of several components. These include:

- Application Checklist (needed for all projects).
- Project Abstract form (needed for all projects).
- Candidate Project Description form (needed for all projects).
- Project Budget and Schedule form (needed for all projects).
- Project Type form appropriate for the candidate project type (see Table 1).
- Additional Information forms (as many as needed to fully describe the project).
- Supporting information (maps, drawings, photographs, reports, etc).

Twelve separate application forms are included with the instruction package. Project sponsors should download needed forms from the SPC website, enter appropriate information about the candidate project on each form, and save the files to a project folder. If supporting information

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is part of the project application package, the project sponsor should identify each piece of supporting information on an Additional Information form. All of the application forms are interactive files. Data entry must be done on the computer. Completed forms must be saved as interactive files. SPC will extract submitted project information to a CMAQ project information system. Handwritten or paper copies cannot be accepted.

Completed forms and all supporting documents must be submitted electronically. Depending on the file size of the completed application, the project folder may be e-mailed to SPC staff or, preferably, uploaded to SPC's website using an FTP application. Directions for returning completed candidate project applications are found in Section 7.

Application Review:

SPC staff will review applications submitted by the October 3, 2011 deadline. Applicants will be notified if the applications are incomplete and will be given one week to submit missing information. Copies of the completed application packages will then be sent to the appropriate SPC member planning departments, transit agencies, and PennDOT Districts for review and comment. Completed application packages will also be sent to members of SPC's CMAQ Evaluation Committee (CEC). The role of the CEC in the process, and its membership, is discussed in Section 5.

Prescreening:

To be eligible for CMAQ funds a project must be a transportation project consistent with the region's adopted Transportation Plan (the 2040 Plan), be located in an air quality nonattainment or maintenance area, and have air quality benefits. The FHWA Program Guidance provides information about CMAQ Program eligibility.

SPC staff will prepare a map identifying the location of each candidate project in relation to the region's air quality nonattainment areas. Preliminary project screening will be done by SPC staff for review by the CEC. Screening criteria address provisions of SAFETEA-LU and assess consistency with the 2040 Plan and local comprehensive plans as well as the Commonwealth's Keystone Principles and Smart Transportation Themes. Projects must be shown to be consistent with SAFETEA-LU requirements, the 2040 Plan, and at least one of the other documents or it will not be considered further.

Project Evaluation:

All projects that pass the initial screening will be evaluated for their effect on air quality using a standardized set of analysis tools developed for the Pennsylvania Department of Transportation (PennDOT). Evaluation results will enable the projects to be rated based on the following Air Quality and cost/benefit factors:

- Change in emissions (VOC, NO_x, PM).
- Change in Vehicle Miles Traveled (VMT).
- Change in vehicle trips.
- CMAQ cost per unit change in emissions.
- CMAQ cost per unit change in vehicle trips and VMT.

4. Prioritization & Recommendations:

Projects will be prioritized based on the technical evaluation described in Section 3 and Ancillary Selection Factors described in this Section. The CMAQ Evaluation Committee's

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recommendations will be based on this information as well as the projections of available CMAQ funding for each year of the four year TIP period.

CMAQ Investment Priorities:

SAFETEA-LU directs MPOs and states to give CMAQ funding priority to the following types of projects: diesel retrofits, cost effective congestion mitigation activities that provide air quality benefits, and other cost effective emission reduction activities.

The CMAQ Investment Strategy outlined below is consistent with the investment strategy in the SPC region's 2040 Plan.

Based on federal guidance and regional priorities, the following four categories of eligible projects will be given CMAQ funding priority:

- Diesel Retrofits
- Traffic Flow Improvements
- Transportation Demand Management
- Commuter Bicycle/Pedestrian Improvements

Project sponsors will select, on the application form, which one of the priority categories (if any) applies to their candidate project. See Table 1 for examples of project types in each category.

Ancillary Selection Factors:

SPC and the CEC will consider these four priority project categories in conjunction with ten Ancillary Selection Factors to develop a prioritized list of projects. To do this, a scorecard will be completed by SPC staff and members of the CEC for each project. The scorecard will rate candidate projects on consistency with the priority project category identified on the application, and on the ten Ancillary Selection Factors. Each factor is given a weight (5, 7, or 10). A score will be assigned during the project evaluation process using a High (3), Medium (2), Low (1), or Not Addressed (0) value for each factor. The score will be multiplied by the weight to produce a weighted score for each factor. Projects identified on the application as one of the four priority categories will be given up to thirty additional points depending on the project's consistency with the priority category. Projects that are not one of the 4 priority categories will only receive the score from the ten Ancillary Selection Factors. SPC will summarize the individual project ratings from highest to lowest total weighted score. The CMAQ Evaluation Committee members will use this information during development of recommendations for each investment category.

A copy of the CMAQ Project Rating Scorecard is presented in Table 3.

Details on how each factor will be scored are presented below:

1. **2040 Long Range Plan:** All applicants will have demonstrated consistency with the Long Range Plan in order for their application to be accepted by SPC. The vision and policies of the 2040 Plan that are applicable to air quality are listed below. ***Candidate projects consistent with the vision and at least three policies will be scored High (3); two policies – Medium (2); one policy – Low (1); no policies – Not Addressed (0).*** The vision and air quality-related policies are:

Vision:

- a) Promote transportation and land use that support and enhance the regional economy and the communities within it.

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Policies:

- a) Investment in infrastructure improvements will be coordinated and targeted at the corridor level to optimize the impact of the investment.
- b) Transportation and development choices will reflect a priority on safe and secure multimodal and intermodal networks for people and goods.
- c) The region's transportation system will be proactively managed and operated to allow the system to function at its full potential.
- d) The region's transit system will connect people with resources throughout the entire region.
- e) The region's infrastructure system will be designed to protect and enhance public health and the environment.

2. **Congestion Management Process (CMP) Corridor Rating:** Federal transportation legislation requires that each metropolitan planning area in the United States conduct an ongoing Congestion Management Process (CMP). SPC's Congestion Management Process identified corridors in the region with existing traffic congestion and corridors where congestion is expected in the future. For each congested corridor the CMP also assessed 25 congestion management strategies for their suitability within the corridor and their effectiveness in reducing congestion. The CMP is extensively documented on SPC's website (see links in Appendix B). ***Applications for projects on CMP corridors that include effective congestion management strategies suited to the corridor as part of the project scope will be scored High (3). Projects on CMP corridors that include less effective strategies suited to the corridor will be scored Medium (2). Projects on CMP corridors with strategies unsuited to the corridor will be scored Low (1). Projects not on a CMP corridor will be scored as Not Addressed (0).***

3. **Deliverability/Project Readiness:** Applicants must clearly demonstrate project readiness with a well defined scope, schedule, cost estimate, project understanding, history of delivering projects, commitments of needed non-federal funding, and documentation of support from the other participating agencies in the project. ***Applications that clearly demonstrate that the project can be delivered within the proposed project schedule will be scored High (3). Applications that do not adequately demonstrate project readiness will be scored as Medium (2) or Low (1). Applications with insufficient information to determine project readiness will be scored as Not Addressed (0).***

4. **Raise Public Awareness of Transportation Demand Management Options:** Public education, promotion, and outreach are highly rated congestion mitigation strategies identified in the CMP. These transportation demand management activities provide enhanced communication and public outreach designed to influence travel behavior and thus air quality. Public awareness campaigns are not appropriate for every project. ***Applications that include appropriate cost-effective public awareness activities as part of the project will be scored as High (3). Applications with lesser emphasis on these strategies as part of the project will score Medium (2) or Low (1). Projects that do not include public awareness strategies will score Not Addressed (0).***

5. **Grouped Projects:** In some situations, the impacts of comprehensive strategies to improve air quality increase by grouping projects. For example, transit improvements

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coupled with demand management to reduce single occupant vehicles might best be analyzed together. Another example is linked signalization projects, transit improvements, marketing and outreach programs, and ridesharing programs in the same corridor. Not all of the projects in the group need to be funded through the CMAQ Program. A relatively small CMAQ-funded element integrated into a larger package of projects funded through other sources may provide significant air quality benefits.

Projects that are identified and well documented as part of a coordinated package of transportation improvements in the application will be scored as High (3). Projects with lesser documentation of relation to other projects will be scored as Medium (2) or Low (1). Projects identified in the application as "stand-alone" projects will be scored as Not Addressed (0).

6. **Safety Improvements:** Projects in a high crash cluster area that incorporate safety features into the project design will get a **High (3)** score. If the applicant clearly demonstrates safety benefits but the project is not in a high crash cluster area it will get a **Medium (2)** score. Projects with few, or no, identified safety benefits will score **Low (1) or Not Addressed (0)**.

7. **Sustainable Development Benefits:** The "Regional Places" policy statements from the region's 2040 Plan provide an indication of activities that can promote sustainable economic development. ***Candidate CMAQ projects will receive a High (3) score if they demonstrate consistency with all 3 policies, a Medium (2) score for 2 policies, a Low (1) score for 1 policy, and will score Not Addressed (0) for no policies.*** The applicable "Regional Places" policy statements are:
 - a) Revitalization and redevelopment of the region's existing communities is a priority.
 - b) Investment in infrastructure improvements will be coordinated and targeted at the corridor level to optimize the impact of the investment.
 - c) The region will focus on the identification and development of industrial sites with special attention given to well-situated brownfield locations.

8. **Projects that Bring Non-Traditional Funding to the TIP:** Projects that bring non-traditional funding to the TIP warrant consideration. These projects are typically public/private partnerships and are subject to the requirements outlined in FHWA's *CMAQ Program Guidance (October 2008, section VII, C)*. If a project includes a firm commitment of non-traditional funding and is "ready to go" with a firm schedule and implementation plan, it will get a **High (3)** score. Projects with less firm commitments of non-traditional funding will be scored **Medium (2)** or **Low (1)**. Projects without non-traditional funding will score **Not Addressed (0)**.

9. **Non-Federal Funding Share:** SPC's CMAQ process requires that project sponsors show at least a 20% non-federal funding share for all candidate CMAQ projects. Projects requesting funding of less than 50% of the total project cost from the federal funding programs (including CMAQ) will get a **High (3)** score. Projects requesting between 50% and 70% federal share will get a **Medium (2)** score. Projects requesting between 70% and 80% federal share will score **Low (1)**. Projects with a federal share above 80% will score **Not Addressed (0)**.

10. **Air Quality Nonattainment Status in Project Area:** Projects in the Clairton PM2.5 nonattainment area will score **High (3)**. Projects that are not in the Clairton PM2.5 nonattainment area, but in areas that are nonattainment or maintenance for both PM2.5

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and Ozone will score **Medium (2)**. Projects in areas that are nonattainment or maintenance for Ozone only will score **Low (1)**. Projects that are not in a nonattainment or maintenance area will score **Not Addressed (0)**. Maps of the nonattainment and maintenance areas in southwestern Pennsylvania are in Appendix B.

The CMAQ Project Rating Scorecard will be used to inform the CMAQ Evaluation Committee and assist in the project selection process.

5. CMAQ Evaluation Committee

The CMAQ Evaluation Committee (CEC) will be convened in September 2011. It will assist in prioritizing the candidate projects for CMAQ funding on the 2013-2016 TIP, reporting their findings to SPC's technical committees, and making recommendations to SPC's Executive Committee. Membership of the CEC is designed to be a balanced and diverse representation of the SPC committees and air quality planning partners. The CEC will prioritize the candidate projects based on the project technical evaluations and the ancillary factor ratings. Recommendations will be developed by early December 2011. These recommendations will be presented to SPC's technical committees (Transportation Technical Committee and Transit Operators Committee) and others, as appropriate, in December prior to presentation to SPC's Executive Committee at its December 12, 2011 meeting. Table 4 summarizes the CMAQ Evaluation Committee membership.

6. CMAQ Program Management

Once a project is programmed on the TIP, project sponsors have significant work to do to get it funded. The TIP does not guarantee that funding will be made available for the project. The project sponsor must demonstrate to the satisfaction of the funding agencies that the project is deliverable on the schedule shown on the TIP, that other needed project funding is in place, and that the project sponsor has the needed technical and managerial capability and capacity to manage project implementation.

The additional steps that must be completed by project sponsors after successfully having a project programmed on the TIP include key milestones such as securing commitments from project partners for the non-federal funds needed for the project; assessments of project readiness by funding agencies; a determination that the project sponsor has the capability to deliver the project; review of the project scope, schedule, and cost to ensure that they are still applicable; and execution of reimbursement agreements or grant contracts for federal funds.

The CMAQ Program is a reimbursement program; not a grant program. As costs are incurred, the sponsor will generally pay invoices with its own funds, and then request reimbursement from the funding agency. This means that the sponsor must demonstrate that it has the resources and cash flow to complete the project under the required reimbursement agreements.

Ideally, a project will advance according to its programmed schedule. But, projects are often delayed due to unforeseen obstacles such as environmental issues, community concerns, changes in the cost and availability of materials, or changes in the project sponsor's priorities. Tracking each project's progress is necessary so that delays can be identified and remedied as soon as possible and so that scarce CMAQ resources can be reallocated as necessary.

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SPC has recently implemented a process to manage the region's CMAQ Program. A link to SPC's CMAQ Program Management Process is found in Appendix C. The CMAQ Program Management Process includes three key elements:

- a) Establish funds obligation schedule and key project milestones for obligation of programmed funds.
- b) Monitoring progress against the milestones.
- c) Identifying the need for amendments to the TIP's CMAQ Program and managing the amendment process.

Shortly after TIP adoption, SPC staff will contact the sponsor of each CMAQ project programmed on the TIP. The sponsor will be required to finalize key project milestones and a schedule for ensuring that CMAQ funds will be approved (obligated) during the year in which funding for the project is programmed on the TIP. Project sponsors are encouraged to provide a preliminary set of milestones and schedule as part of the CMAQ project application. Milestones could include items such as: a date for securing needed non-federal matching funds; deadline for documenting compliance with local ordinances and zoning codes; deadline for executing the PennDOT project reimbursement agreement or federal grant contract; schedule for final state and/or federal concurrence on project scope and cost; dates for completion and approval of environmental reviews. The project milestones are intended to identify the key steps in advancing the project toward funding approval and, ultimately, implementation. They will be unique to each project depending on the project type, complexity, and coordination required. SPC staff and PennDOT will work with project sponsors to establish realistic milestones and schedules for each project.

Once the project milestones are set, SPC will require quarterly status reports from the project sponsor in order to monitor progress against the milestones. The content and format of the status reports will be reviewed with project sponsors in more detail when the project is on the TIP.

PennDOT has issued guidance for sponsors of local projects to provide them with an overview of the processes associated with developing a local transportation project (*Overview of PennDOT Local Project Processes: A Guide to Getting Started on a Local Project with PennDOT*; PennDOT Publication 535, October 2007). A link to PennDOT Publication 535 is found in Appendix C. The document describes the requirements for implementing local projects using federal funding. The early understanding of these requirements by project sponsors helps to streamline the overall project development process by saving project sponsors' and PennDOT staffs' time, by reducing omissions in projects causing substantial downstream delays, and by making efficient use of federal, state, and local funds.

Before submitting its application for CMAQ funds, project sponsors should understand, and carefully consider:

- PennDOT guidance
- USDOT funding approval processes
- SPC's CMAQ Program Management Process
- Requirements for federal and state oversight during project implementation.

7. How to Submit Completed Candidate Project Applications

All completed applications for CMAQ funding must be submitted electronically. Application packages may be uploaded to SPC's website using an FTP application. Access to the FTP requires a username and a password. Once the FTP is accessed, the project folder containing the complete application package can be "dragged and dropped" into the FTP file folder.

When project sponsors have completed their project application and the package is ready to be uploaded, they should notify the SPC staff contact identified below to get instructions for using the FTP and to get a temporary username and password.

The FTP process is the preferred method for electronic submission of application packages. However, project sponsors may also submit their application packages via e-mail. Because the file size of many application packages will be very large, they may need to be separated into several pieces and transmitted in multiple e-mails.

8. Contact Information

The SPC staff contact for the CMAQ Program application process is Dan Bernazzoli. All questions should be directed to Dan either by e-mail at dbern@spcregion.org, or by phone at 412-391-5590 ext. 346.

Appendix A

Tables

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2013-2016 TIP – CMAQ Application Forms by Project Type

Project Type	SPC Application Form
All Projects	Application Checklist
All Projects	Project Abstract
All Projects	Candidate Project Description
All Projects	Project Budget and Schedule
Bicycle Use Marketing / Promotion Bikeway / Bike Lane Improvements Improved Bike Access to Transit Pedestrian Network Improvements	**Commuter Bicycle/Pedestrian Improvements
Areawide Rideshare Program Carpool/Vanpool Parking Incentives Compressed Work Week Employer-Based Rideshare Program Expansion of Existing Vanpool Program Guaranteed Ride Home Programs New Vanpool Program Off-Street Parking Management in Commercial/CBD Areas Public Education, Outreach, Marketing, Promotions Telework Promotion	**Transportation Demand Management
Traffic Signal Improvements Intersection Improvements Bus Lanes (queue jump or bus-only thru) Bus Pull-Offs Roundabouts Electronic Toll Collection at Toll Plaza Incident Management / Traffic Control Center Deploy ITS	**Traffic Flow Improvements
Commercial Marine and Locomotive Diesel Engines Off-Road Diesel Engines (excluding Commercial Marine and Locomotive) On-Road Diesel Engines	**Diesel Retrofits
New Park-and-Ride Facilities Expansion of Existing Park-and-Ride Facilities	Park-and-Ride Facility Improvements
Bus Rapid Transit Change in Service Frequency for Existing Service Change in Time of Day for Existing Service Financial Incentives for Potential Transit Users High Speed Rail New Fixed-Guideway Service New Express Service New Local Service New Shuttle Service Transit Amenities Improvements Transit Center Transit Vehicle Replacement / Fleet Expansion	Transit Improvements/Programs
Advanced Technology Vehicles Alternate Fuel Vehicles Commuter Choice Tax Credit Long Distance Commuter Ferry Truck Stop Idling Reduction	Other Projects
All Projects (as Needed)	Additional Information

Table 1

** Project Priority Categories

**2013-2016 TIP
CMAQ Program Development Schedule**

By Date	Event
September 1, 2011	CMAQ Program Guidance, Application Instructions, and Project Application Forms Posted on SPC Website. Announce Schedule and Process for Soliciting, Evaluating, Prioritizing, and Selecting CMAQ Candidate Projects for Draft 2013-2016 TIP.
September 19, 2011	Informational Forum for Project Sponsors.
October 3, 2011	Deadline for Submitting CMAQ Candidate Project Applications to SPC.
Mid-November, 2011	SPC to Complete the Evaluation of CMAQ Candidate Projects.
Mid-October, 2011 thru Late-November, 2011	CMAQ Evaluation Committee: <ul style="list-style-type: none"> ▪ Review / Discuss Candidate Projects. ▪ Rate Candidate Projects by Technical Evaluation Factors. ▪ Apply Ancillary Selection Factors. ▪ Complete Project Rating Scorecard for Each Candidate Project. ▪ Prioritize Candidate Projects. ▪ Prepare Recommendations.
December 7 and 8, 2011	Transit Operators Committee (Dec 7) and Transportation Technical Committee (Dec 8) – Action to Recommend SPC Endorsement of CMAQ Program for Preliminary Draft 2013-2016 TIP.
December 12, 2011	SPC Action to Endorse CMAQ Program for Preliminary Draft 2013-2016 TIP.
December 30, 2011	Transmit Preliminary Draft 2013-2016 TIP to PennDOT for Review.
March 1, 2012	Final Draft 2013-2016 TIP Complete.
March 1, 2012 thru July 23, 2012	Air Quality Conformity Assessment. Finalize Draft TIP Report. Joint SPC / PennDOT Public Review and Comment Period. Respond to Comments.
July 23, 2012	SPC Action To Adopt 2013-2016 TIP.
October 1, 2012	Federal Fiscal Year 2013 Starts. Effective Date for 2013-2016 TIP.

Table 2

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2013-2016 TIP – CMAQ Project Rating Scorecard

	Factors	Weight	Score 0=N/A 1=low 2=med 3=high	Weighted Score (weight x score)	Best Possible Score**
<u>Project Priority Category</u>					
1.	Diesel Retrofits*	10			30
2.	Traffic Flow Improvements*	10			30
3.	Transportation Demand Management*	10			30
4.	Commuter Bicycle/Pedestrian Improvements*	10			30
<u>Ancillary Selection Factors</u>					
1.	Consistency with 2040 Long Range Plan Vision and Policies that Impact Air Quality	10			30
2.	Congestion Management Process (CMP) Corridor Rating	10			30
3.	Deliverability / Project Readiness	10			30
4.	Raise Public Awareness of Transportation Demand Management Options	7			21
5.	Grouped Projects	5			15
6.	Safety Improvements	7			21
7.	Sustainable Development Benefits	5			15
8.	Projects that bring Non-Traditional Funding to TIP	5			15
9.	Non-Federal Funding Share	5			15
10.	Air Quality Nonattainment Status in Project Area	5			15
<i>Best Possible Score**</i>					237

Table 3

* These project categories are regional priorities. A Project Priority category is specified by the applicant on the Candidate Project Description form. Projects in these categories are eligible to receive up to an additional 30 points depending on the strength of the application. Each project can receive points for only one Project Priority Type.

** Best possible score is 207 points for a "High" score on each of the 10 Ancillary Selection Factors plus up to 30 additional points if project scores "High" for one of the Project Priority Categories.

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2013-2016 TIP – CMAQ Evaluation Committee Membership

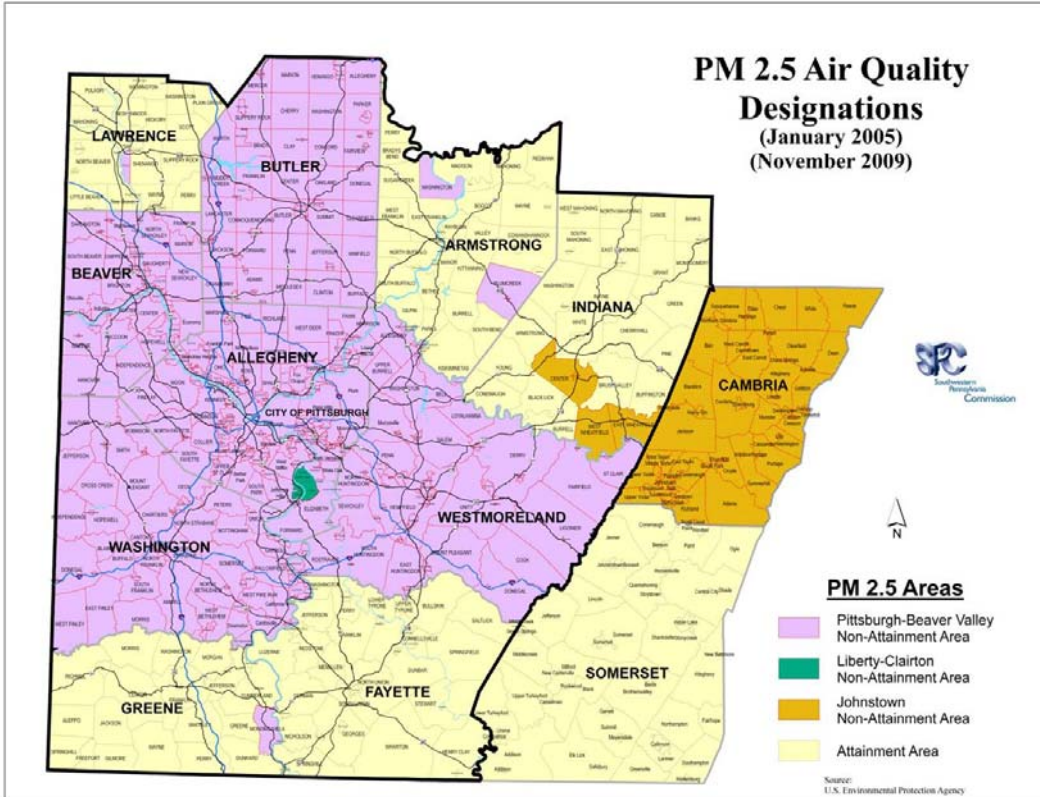
Interest Group	Number from Group	Representing	Other Criteria
Planners	11	Counties/City of Pittsburgh	1 per SPC Member County/City of Pittsburgh
PennDOT Districts	3	PennDOT Districts	1 per PennDOT District
Transit	3	Transit Operators	1 each - Urban, Small Urban, Rural
PennDOT Central Office	1	PennDOT Central Office	Select from: Program Center, Air Quality Section
TMA	1	Transportation Management Associations	1 of ACTA, OTMA or PDP
Pedestrian/Bike	1	SPC Ped/Bike Committee	Member of Ped/Bike Committee
Freight	1	SPC Freight Forum	Represents Freight Forum
Air Quality Agency	1	Air Quality Regulatory Agency	PaDEP or Allegheny County Health Department
Non-Voting Resource Agencies			
Federal Highway Administration - Pennsylvania Division Federal Transit Administration - Region III PennDOT - Transit Bureau PennDOT - Rail Freight Bureau			

Table 4

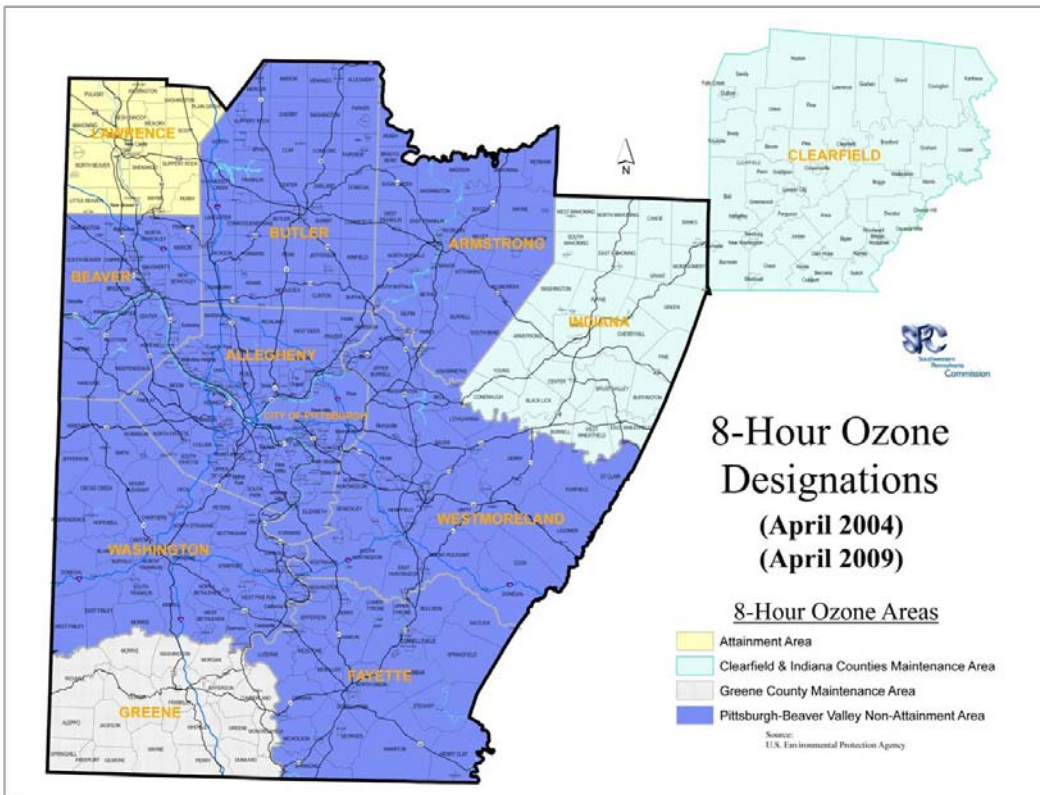
Appendix B

Maps – Nonattainment and Maintenance Areas in Southwestern Pennsylvania

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Map A - PM2.5 Areas in Southwestern Pennsylvania



Map B - 8-Hour Ozone Areas in Southwestern Pennsylvania

Appendix C

Links to Additional Information

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The links presented below provide information and guidance about the CMAQ Program and related topics that should be very useful to project sponsors as they complete their candidate CMAQ project applications. Click on the hyperlinks to the left for access to each resource item.

www.spcregion.org SPC Homepage.

www.spcregion.org/trans_tip_cmaq.shtml CMAQ Application Instruction Package and Application Forms.

<ftp://ftp.dot.state.pa.us/public/PubsForms/Publications/PUB%20535.pdf> A Guide to Getting Started on a Local Project with PennDOT, (PennDOT Publication 535, October 2007).

www.fhwa.dot.gov/environment/cmaqpgs/index.htm FHWA CMAQ Information Webpage.
http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/cmaq08gd.pdf FHWA CMAQ Program Guidance.

http://contextsensitivesolutions.org/content/case_studies/smart_transportation/resources/SmartTranspThemes.pdf/ FHWA's Context Sensitive Solutions webpage – PennDOT's Ten Themes of Smart Transportation.

http://contextsensitivesolutions.org/content/reading/dots_release_smart_transportation_guidebook/resources/smart_transportation_guidebook/ FHWA's Context Sensitive Solutions webpage – Smart Transportation Guidebook (PennDOT and NJDOT, March 2008).

www.phmc.state.pa.us/bhp/pkp.pdf Keystone Principles for Growth, Investment and Resource Conservation.

www.spcregion.org/trans_cong.shtml SPC Congestion Management Process (CMP) Webpage.
www.spcregion.org/trans_cong_sd.shtml SPC CMP Corridors.
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